



SECRET, [REDACTED]

25X1

[REDACTED] 25X1

-2-

4. The surface of this highway is mostly concrete. There are, however, five to ten km stretches with an asphalt surface. At the village of Hidas a high dam and dam-bridge had to be built. Here a new method of surfacing has been tried for the first time in the Hungarian Peoples Democracy. The surface was covered by prefabricated concrete slabs, each 1 square meter, which were then joined with iron reinforcing bars and mortar. In case the dam sinks occasionally these slabs can easily be exchanged.
5. The new strategic highway reaches the Southern Mecsek Mountains at the village of Mecsekádasd. Here the highway is led in an easy serpentine with due regard to the expected heavy military traffic. The old highway had a grade of 19 to 21 percent which according to Soviet experts would have been too steep for heavy armor. Thus, nowhere on the new highway is the grade more than five percent. Due to this, approximately 70,000 cubic meters of rock had to be blasted and 1,250,000 cubic meters of earth had to be moved in the course of additional work.
6. The only unfinished part of the highway is shortly before Pécsvárad. This part will not be ready until a much later date. Traffic on this section is being detoured. Great difficulties had been encountered here, since the building of two large viaducts was found necessary. At present work is being carried out on this section with great speed, and the bulldozing of the ground between the two viaducts, to the length of 1.5 km, has also begun. The chief engineer responsible for these works [REDACTED] employs 25X1 by the State Highway Building Company. This company has the most up-to-date highway construction equipment in Hungary. Thus 95 percent of concreting, and 75 percent of all earth moving can be carried out by mechanical means. One earth moving machine of the company is able to move 500 cubic meters of earth daily, thus replacing 50 workmen. Three such cranes are being serviced by a caterpillar tractor of the Stalinec type. The cranes carry the earth where it is needed. Scraping of the earth, however, is being done with the help of the tractors.
7. The first of the above-mentioned viaducts is the largest viaduct in the country. It is 32 meters high and 180 meters long, spanning the Varasd valley. The viaduct is being held by a concrete arch 96 meters in span. The scaffolding for this was built in February 1952. A cable elevator with a 24 meter high tower has also been erected at the bridgehead. The work with it did not proceed as expected. There were also great difficulties during the winter due to a shortage of material. Snow also delayed the work. Only by April 1953 could the scheduled norms be achieved. The man responsible for this extremely important construction work is an enigma. Sometimes experts from the Budapest Hungarian Ministry and also Soviet experts come to inspect the construction of this highway, nevertheless, the whole work is entrusted to a 23 year old beginner. The contractor is the Bridge Constructing State Enterprise, led at present by engineer Cornelius Kerenyi, who by the spring of 1952 had not yet received his diploma, and it is very difficult to believe that he has been promoted to such an important job due to his Party activities alone. He received his diploma in the summer of 1952, and worked for a short time at the construction of the Kussuth and Petori Bridges. He was appointed to the above-mentioned job at the beginning of 1953.
8. The other viaduct is 140 meters long.

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## LIBRARY SUBJECT &amp; AREA CODES

754.5	37M
754.21	37M
754.22	37M
748.1	37M
754.8	37M

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25X1